

# Hongkong Daily Press.

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Kowloon, 3rd April, 1912.

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**The Daily Press.**

HONGKONG, APRIL 24th, 1912.

The events of the past week or so show the Dalai Lama and his advisers have come to the conclusion that the present period of flux in China, and the consequent weakening of the grip on the outlying dependencies, furnish a favourable opportunity for him to regain the prestige that he lost when he fled from Sir FRANCIS YOUNGHUSBAND in 1904, and the power that he abandoned on his retreat before CHAO ERH-FENG's advance guard, a couple of years ago. The Republican Government seems to have looked for some such attempt on the part of the Tibetans to throw off the alien yoke, and to have been, in consequence, uncertain as to its treatment of the land: on the one hand, it is to be incorporated in the great family of the Republic, composed of Chinese, Mongols, Manchus, Tibetans and Mohammedans, and is accordingly given a representative stripe in the standard of the Republic; on the other hand, it is to enjoy perfect autonomy, and its ancient institutions are not to be interfered with. These two positions are, of course, incompatible with each other, no matter what scheme of federation is adopted, unless the allegiance of Tibet to the great family of the Republic is to be of the most shadowy kind only.

think that either of these states of affairs will be realized. We do not believe that Tibet will be given over to the rule of the lamas, nor can we see her united indissolubly with China. The most likely outcome is that Tibet and China will conduct themselves in the same way toward each other now as they did in the past, and that the same relations will be observed between them. What these relations actually were calls for some explanation, and a brief historical retrospect. It is fashionable to talk of the former relation of China to Tibet as suzerainty; technical names are treacherous things, and never more susceptible of misinterpretation than when those applicable to a Western polity are transferred to the international affairs of Oriental peoples. Suzerainty, as we understand it, has never existed between China and Tibet. It is only in comparatively recent years that relations between the two countries have been at all intimate, though in the eighth and ninth centuries of the Christian era they threatened to take a course the reverse of that which has been witnessed in more modern times. The chieftains of Tibet succeeded in subjugating to themselves for a time large areas of the north-west of China, and there was some danger of their proving fatal to China's existence. The advent of the Mongols under GENGIS KHAN and KUBLAI KHAN put a final end to this, and in the meantime the power of the gyalpos, or chieftains, in Tibet had been weakening, while that of the lamas grew until, by the end of 17th century, the authority of the Dalai Lama had gained predominance throughout the greater part of the land. Sungarian chieftains from the north then waged war on Tibet, aiming at the subversion of the DALAI's authority, and the re-establishment of the secular power. The newly-established Manchu dynasty intervened on behalf of the DALAI, and in 1750 CH'EN-LUNG finally suppressed the temporal authority of the chieftains, and vested the government in the lamas, with the Dalai at their head. There is not much hint of suzerainty about this proceeding, and subsequent events show that neither side had the least intention of regarding the situation in so scientific a way. Perhaps in no way is China's attitude toward Tibet better illustrated than in the method and incidents of the selection of a new Dalai Lama, on the vacation of the post by death. An Edict from the Emperor was first necessary; then the Amban (or Chinese Resident at Lhasa) collected the names of such children as had been born at about the time of the demise, and whose birth had been attended with miraculous manifestations. These names were then transmitted to Peking, where the lot was drawn from the golden urn, and then, at last, the Dalai Lama was successfully re-embodied. As if this did not give the Manchu Emperor sufficient control over the appointment of the nominal ruler of Tibet, it was always possible for him to forbid the reincarnation to take place in any district that had proved troublesome, and there is even an instance of one leading lama who was, by Imperial Edict "forbidden for ever the privilege of appearing again on earth in human form." An example exhibiting the same tendency in another form is to be seen in the commission of CHAO ERH-FENG as Viceroy of the Marches, which gave him authority over all the country between Tachienlu and Pien-pa, a post about half-way between the China-Tibetan frontier and Lhasa. The Manchu Emperor thus admitted no distinction between the nature of his authority in Szechuan and in Tibet, and gave no recognition to the idea of suzerainty. On the other hand, when the Dalai Lama visited Peking in 1908, there was some difficulty in arranging for him to be admitted to audience of the Empress Dowager, as he claimed, on ecclesiastical grounds, that he should grant, not request, an audience. He also maintained that he could not *kowtow* to the Empress, so when at last the audience did take place, the Dalai Lama merely bowed on entering the Imperial presence. It is certain that, in the past, Tibet and China would never have agreed on any definition of the relationship between them; China treated Tibet as a conquered country, and whenever a favourable opportunity seemed to offer, Tibet tried to assert her independence. There is no reason to believe that these relations will be modified, or put on a more systematic basis, now that China is a republic; the only probable change is that the increased authority that, under the energetic methods of CHAO ERH-FENG, China was winning in Tibet will be lost in the present period of transition, and that the Dalai Lama will gain a greater degree of independence. The effects in Tibet of the Chinese revolution cannot but be of great interest and importance to Great Britain; however, our hands are tied by the Russian Agreement of 1907, so, apart

The next Gymkhana arranged by the Hongkong Gymkhana Club is fixed for May 25th.

The death is announced in Manila of Mr. George Gilchrist, a well-known marine surveyor and consulting engineer.

At the Magistracy yesterday two French bluejackets from the *Argus* were charged with disorderly behaviour, and refusing to pay rishia hire, at Shauiwan. The magistrate ordered them to pay \$3.10 as compensation.

There were 68 cases of plague in the Colony last week, and 55 deaths. Two were Filipino cases; the other 64 being Chinese. There were also 16 cases of small-pox (eight fatal), and two fatal Chinese cases of enteric fever.

Mr. Irving at the Magistracy yesterday ordered a Chinese to pay a fine of \$125 for having been in possession of a quantity of opium on board the *Sui An*. He was also fined \$60 for having been in possession of a revolver and 100 rounds of ammunition.

A Chinese woman appeared before Mr. Irving at the Magistracy yesterday charged with having assaulted a little girl. Dr. Perkins, of the London Mission, spoke to having examined the girl and found her shoulders bruised as if she had been beaten by a cane or a rod. The hearing was adjourned.

At a meeting of the Sanitary Board yesterday, the Secretary read a letter from the Government announcing the appointment of Mr. Chan Kai Ming, who was present at the meeting. The President warmly welcomed Mr. Chan Kai Ming to the Board, and expressed regret at the retirement of Mr. Lau Chu Pak.

The following notice of motion has been given in the House of Commons:—Mr. MacCallum Scott: To call attention to the recent changes in the regulations made by the Colonial Office, whereby all British subjects who are not of pure European descent on both sides are excluded from the civil and police services of Hongkong, the Straits Settlements, and the Federated Malay States, and move a resolution.

The difficulties under which the police work are illustrated by an incident which came to light yesterday. A woman living at Bay View informed that police that two men, one of whom had been armed with a revolver, entered the house of her master and mistress and took away a quantity of valuables. Two men were arrested, but after being questioned, the woman admitted that the report was a false one.

The appointments of the following gentlemen as members of the British North Borneo Legislative Council have been approved by the Governor of B.N.B.—Mr. Walter George Darby as representative of the European and general community, Mr. Algernon Charles Corbetta as representative of the West Coast planting community, Mr. Paul Breitig as representative of the East Coast planting community, and Mr. Lim Swee Cheng as representative of the Chinese and Asiatic community.

The "Great Raymond" gives his opening performance in Hongkong at the Theatre on Saturday. He has recently been visiting Bangkok. His performance there is described in one of the papers as "An Arabian Night's Entertainment," and the description given of the magician's marvellous performance fully warrants the description. H.E. the Officer Administering the Government has promised his patronage on the opening night, the booking for which, we are informed, is proceeding very satisfactorily.

The *Temps*, dealing with French administration in Indo-China, points out that the Annamites cannot be satisfied with a programme of education conceived in a spirit of distrust, and referring to the vast plan drawn up by M. Beau's Government, but never carried out, our contemporary remarks that the French have had the shame of seeing the project of a University of the Far East, abandoned at Hanoi, taken up and put into execution by the English at Hongkong—a lamentable result of hesitation and incoherence in conduct.

**ST. GEORGE'S DAY.**

Yesterday was St. George's Day. It must be quite six years since the English residents of the Colony co-operated to do honour to the memory of the patron saint of Merrie England. The occasion was celebrated last night, however, by an "At Home" given at Government House by H.E. Mr. Claud Severn, the Officer Administering the Government. A large number of residents were present, and notwithstanding the temperature, dancing continued with much animation until after midnight. The grounds were beautifully illuminated, a feature being a large St. George's cross picked out in red and white

**THE "TITANIC" CALAMITY.**

**FURTHER EVIDENCE BEFORE  
SENATE COMMITTEE.**

**BRITISH INQUIRY TO OPEN IMMEDIATELY.**

[THROUGH REUTER'S AGENCY.]

**MR. ISMAY'S POSITION.**

LONDON, April 23rd.  
Reuter's correspondent at New York telegraphs that Mr. Ismay says he supposed that the inquiry was for the purpose of ascertaining how similar disasters could be prevented and not to inquire into his personal conduct, though he was willing to tell everything. He was throughout a passenger, and did not interfere in any wise with the navigation of the ship or in any other way. The accident has proved the futility of unsinkable vessels. The present legal requirements must be changed. The owners would no longer rely too much on watertight compartments and wireless telegraphy, but must have life-boats and rafts sufficient for every soul on board with enough men to handle them.

A Philadelphia message states that Mr. William Carter emphasises the injustice that is being done Mr. Ismay, who was copol and collected throughout and kept the steerage passengers quiet. Mr. Ismay and the officers searched for several minutes after calling out for any more women. There were forty women in the boat and only two seamen, consequently the officers asked Mr. Ismay and Mr. Carter to go into the boat and row. This he did till the *Carpathia* was sighted. Mr. Ismay rowed continuously and would not look at the *Titanic* sinking.

**THE RELIEF FUNDS.**

The Mansion House Fund amounts to \$77,000; and the newspaper funds reach \$25,500. The total funds aggregate \$145,000.

**WESTMINSTER CATHEDRAL  
MEMORIAL SERVICE.**

The requiem service held in Westminster Roman Catholic Cathedral for those who died on the *Titanic* was crowded.

**MR. STRAD'S LAST WORDS.**

A New York message states that Mr. Seward, who was a table companion of the late Mr. Stead on the *Titanic*, relates that Mr. Stead was talking politics, American and British, and said that much opprobrium had been heaped upon him owing to his opposition to the South African War, but he rejoiced that Mr. Lloyd George and he had latterly been vindicated. His last conversation was about Mr. Rhodes. At one time he was the heir to the "Empire Builder's" eight millions, but he deliberately sacrificed the heritage in opposing the Boer war. He was one of the few on deck when the *Titanic* struck and preserved a beautiful composure. None know his end, except that he faced death with philosophic resignation.

**SENATE INQUIRY RESUMED.**

**WHITE STAR AGENT CROSS-EXAMINED.**

A Washington message states that the Senate inquiry has been resumed. The most intense interest was shown in the proceedings, the hall being packed, while a number of people swarmed outside and looked in the windows.

Mr. Franklin, the White Star agent in New York, was submitted to a severe cross-examination with a view to clearing up the mystery surrounding the supposed suppression of news of the sinking of the vessel. He deposed that he first heard of the *Titanic* collision at 2.20 in the morning of the 15th instant through the

given out. He admitted that re-assuring reports had been issued from the White Star office based on newspaper and private reports and rumours from Cape Race, but it was impossible to separate the wheat from the chaff. He knew nothing regarding the telegram received by a Congressman purporting to emanate from the White Star declaring that all on board were safe. No messages had been issued by the White Star containing definite information. He emphatically declared that the first he heard of the actual sinking was at 6.27 on Monday evening. He was prostrated for a moment, but recovered and telephoned to the directors. He went to see the waiting reporters and began reading aloud "Titanic sank at 2.20." He looked round and found that the reporters had vanished. They were rushing for the telephone.

Mr. Franklin denied that he conferred on Monday morning with the Marconi officials, or exercised a wireless censorship, or attempted to spirit away members of the crew of the *Titanic* before they could be examined by the Committee. His only object in returning them to England was to prevent them falling into evil hands. He testified that the life-saving appliances on board were in excess of those required by law, and expressed the opinion that the disaster was unavoidable and that it would be absurd to hold any individual responsible. The *Titanic* did not carry a searchlight. He believed that five or six of the ship's watertight compartments were opened, but that was pure guesswork. The speed of the *Titanic* was about four miles an hour below that of the *Mauretania* and none of the White Star commanders had ever been given to understand that they were expected to break records. Mr. Franklin made an excellent impression on the Committee, the hostile members of which obviously changed their attitude as his examination progressed.

**A SENSATIONAL STATEMENT.**

Boxhall, the fourth officer of the *Titanic*, has made a sensational statement to the effect that after the collision, he concentrated his attention on the sending up of rockets, to attract the attention of a ship directly ahead and about five miles distant. He said he noticed her mast and red side light. She was close enough to see the signal of distress. He saw no reply, but the Captain and some of the stewards apparently did. This is the first mention of any vessel being within sight of the *Titanic*. The witness, describing the collision, said he felt a slight impact and he mounted the bridge, from which he saw the iceberg faintly. It was about thirty feet high and grey in colour. The Captain sent him below to ascertain the extent of the damage. He found the mail room flooded and the sacks floating. The Captain then ordered out the lifeboats, but the people did not show much anxiety to enter.

**BRITISH INQUIRY ORDERED.**

The Right Hon. Mr. Buxton, President of the Board of Trade, announced in the House of Commons that steps were being taken to constitute the strongest possible court of inquiry into the loss of the *Titanic*, specially presided over by a high judicial authority. Secondly, a shipping advisory committee will consider the new situation which has arisen. The matter could not finally be cleared up until the enquiry was

of searchlights could immediately be examined. Thirdly, after receiving the reports from the Court of Inquiry and the Advisory Committee he would advise the House of Commons if a national or international commission was necessary. Fourthly, the Board of Trade had convened a conference of representatives of British shipping companies for a prompt exchange of views as to what measures the companies themselves contemplate pending the revision of the statutory rules.

Lord Mersey presides over the *Titanic* court of inquiry, which will have the widest powers and which will sit immediately.

Mr. Buxton said that Lord Mersey would have the title of Wreck Commissioner, and would be assisted by assessors. The Court would be empowered to require the attendance of passengers and crew and would grant poor witnesses maintenance allowance. The White Star has undertaken to produce every member of the crew summoned.

**THE PEACE AND QUIET OF THE  
INHABITANTS OF HONGKONG.**

Complaints frequently reach us regarding "the loud and unnecessary noises" which disturb the peace and quiet of the inhabitants at night, both in Hongkong and Kowloon. There is, for instance, the excruciating noises made almost nightly at the Chinese Y.M.C.A. in close proximity to the Hongkong Hotel by brass band practices, by Chinese would-be musicians, and we have been asked to suggest as a remedy that the ambitious musicians be exiled to Lantau. At Kowloon there is continual complaint of the noise made at night in the Indian encampment on the water-front, but, in this case, relief, we understand, may soon be expected, as the Indian troops are shortly to be quartered at Lai-chih-kok.

So far as noises at night in the town of Victoria are concerned, it may not be generally known that the aid of the law may be invoked, and has in fact been invoked in one recent case. In 1844 an Ordinance was passed "for the better securing of the Peace and Quiet of the Inhabitants of the Town of Victoria and its vicinity during night-time." Section 1 of that Ordinance reads:—"From and after the publication of this Ordinance no person or persons, whatsoever shall between sunset and the hour of six in the following morning make or cause to be made any noise or noises whatever calculated to disturb, annoy or interfere with the public tranquillity or the quiet of the occupier or inhabitant of any dwelling-house within the said town of Victoria or its vicinity: And that in case any person or persons shall make or cause to be made any such noise or noises as aforesaid it shall and may be lawful for any such occupier or inhabitant or for any officer charged with the preservation of the peace or any constable or policeman or other person to summon the party so offending before any Police Magistrate to whom it shall and may be lawful on due investigation and proof of the party having offended against the provisions aforesaid, to proceed against and in a summary manner to fine the party so offending in any sum not exceeding ten dollars and in default of payment to commit the said party to prison for any period of time not exceeding one calendar month."

The public aggrieved by these noises at night-time, therefore, have their remedy at law.

As to noise in the day-time, a correspondent writes:—"The manoeuvring of the Hongkong tram cars over the temporary system of points yesterday, referred to in such complimentary terms in your issue, did more than 'attract considerable attention,' for quite a few score people went home yesterday with frazzled nerves and bad headaches caused by the pandemonium of noise which seemed necessary to this same 'manoeuvring,' and the writer feels just like 'The Man in the Street' in England who is wont to mutter feebly that 'something really ought to be done,' and you will see also, like the truly British paternalist who on these occasions 'Writes to the papers.' This is offered as a protest to such noise and incidentally as a change from the well-worn themes of 'The finest site in the Colony,' etc., etc., and in the hope that some brainy individual will devise a plan that will stop such a din effectively."

**COST OF THE DURBAR.**

At a meeting of the Viceroy's Council at Calcutta, Sir C. ...



## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SIBERIAN MAIL STEAMER  
AGROUND.

SHANGHAI, April 23rd.

The steamer *Saikio Maru*, belonging to the South Manchurian Railway Company, struck off Shantung Promontory on Sunday at 9 p.m. between Alceste Island and the North-East lighthouse.

Her forepeak was damaged. The passengers were landed as a precautionary measure and subsequently transferred with the mails to the Hamburg-American Line's steamer *Sikiang*, which is bringing them to Shanghai, where she is due on Thursday.

The *Saikio* was re-floated after three and a half hours and returned to Dalny for repair.

[We understand that Mr. A. B. Rouse and a Mr. Smith, travelling to Hong-kong, were passengers on board.]

[THROUGH REUTER'S AGENCY.]

## ITALY AND TURKEY.

THE CLOSING OF THE DARDENELLES.

LONDON, April 23rd.

Mr. Acland, in the House of Commons, said that at present there was no blockade of the Dardanelles. Great Britain had communicated with Turkey expressing the hope that the Straits would soon be reopened in view of the injury to shipping. The Government believed that Turkey was fully alive to the importance thereof.

LATER.

Reuter's correspondent at St. Petersburg telegraphs that Russia will protest to the Porte against the closing of the Dardanelles contrary to International agreements.

## GERMAN NAVY BILL.

LONDON, April 23rd.

Reuter's correspondent at Berlin telegraphs that in the Reichstag the Chancellor introducing the Armament Bills in a studiously moderate speech said that there was nothing in the European situation to cause uneasiness, but military power was needful to peacefully preserve Germany's position and interests. Her value as friend and ally was measured by the power of her defence. Moreover, the popular demand proved the necessity of the bills. He was convinced that no great Power desired war, but owing to the increased weight of popular opinion the danger of war arising through popular agitation was greater than ever. He deprecated alarmist agitations which disturb national life and avail nothing. He assured the Reichstag that the Government in meeting the extra expenditure entailed did not intend to depart from sound finance, as no army could operate successfully without the support of sound finance.

## THE MUTINY AT FEZ.

LONDON, April 23rd.

General Moir now telegraphs that quiet has been restored at Fez. The French losses were: Officers, 15 killed and four wounded; men, 40 killed and 70 wounded; and civilians, 13 killed.

LATER.

A Paris message states that the mutineers at Fez have been disarmed.

FLYING ACROSS ST. GEORGE'S  
CHANNEL.

LONDON, April 23rd.

Mr. Corbett Wilson flew in an aeroplane from Fishguard to Enniscorthy in Wexford, landing in rain and fog.

N.D.L. STEAMER OF 20,700 TONS  
FOR THE EASTERN RUN.

Messrs. Melchers & Co., agents for the Norddeutscher Lloyd inform us that they have been advised by the Norddeutscher Lloyd, Bremen, that the I.G.M. str. *Bremen*, 20,700 tons, has been put on the East Asian run. This steamer will leave Hamburg on the 12th of December a.e. and arrive here on the 23rd of January. Homewards the ship is bound to leave here on Wednesday, the 19th of February, 1913.

## SUPREME COURT.

Tuesday, April 23rd.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ,  
(PUNISH JUDGE).

A RECEIVER CLAIM.

Mr. L. Ronald Needham, solicitor, sued Wu Wan Chio, merchant, for \$977.39 due to him as receiver of the book debts of the Hip Tak Lung Firm, formerly carrying on business as silk merchants and drapers, under an order made by the Court on November 4th, 1911. A sum of \$140.83 had been paid into Court by the defendant.

Mr. Needham appeared on his own behalf and Mr. Russ (of Messrs. Goldring, Barlow and Morrell) represented the defendant.

Mr. Needham said there was apparently only one partner of the firm, who died and left his business insolvent, with a large number of creditors. Defendant was one of the creditors who refused to admit liability. It had been thought advisable to sue one of the debtors, to ascertain the legal position in regard to the outstanding debts.

Judgment was entered for the plaintiff for the amount paid into Court, with costs for the defendant.

## NEW FLEET ORGANIZATION.

ADMIRALTY CIRCULAR.

The Admiralty have issued a circular giving formal expression and sanction to the new scheme of Fleet Organization described by Mr. Churchill in his speech on the Navy Estimates and communicating, "for the information and guidance of all concerned, the nomenclature of the Fleets and Squadrons which will come into force from May 1st." The following are the more important provisions of this circular:

"The term 'Division' will be restricted to its familiar signal book meaning, as a tactical unit of variable quantity applicable to any part of a body of ships grouped together for tactical purposes. The terms 1st, 2nd, 3rd, and 4th Divisions of the Home Fleet as used hitherto will be abolished. In place thereof the Home Fleet will be divided into the First, Second and Third Fleets, and ships will be classed in these Fleets according to the status of commission in which they are maintained by their Lordships; ships in the First Fleet being in permanent commission with full crews; ships in the Second Fleet being in commission with nucleus crews, and receiving full complements of active service ratings on mobilization; ships in the Third Fleet being in commission with reduced nucleus crews or in 'Material Reserve' and requiring reserve men on mobilization. These Fleets are therefore administrative and not tactical classifications.

"The Home Fleet, thus divided into three Fleets will comprise eight Squadrons. Each Squadron will consist of a Battle Squadron and Cruiser Squadron and attached ships, numbered consecutively. Four Squadrons will form the First Fleet, two the Second Fleet, and two Squadrons and three additional Cruiser Squadrons the Third Fleet.

"Then follows the constitution of the several Fleets, which is as described by Mr. Churchill, except that the prescribed constitution of the First Fleet shows that the complete incorporation of the present Mediterranean Fleet in the First Fleet will only be effected 'at a future date.' The Commander-in-Chief, Home Fleets, will have placed under his direct command such fleets and squadrons, as their Lordships consider proper. In normal circumstances his command will include the whole of the 1st, 2nd, and 3rd Fleets.

"The Commander-in-Chief, Home Fleet, becomes the Commander-in-Chief, Home Fleets.

"The present 4th Cruiser Squadron will in future be known as the Training Squadron.

"The present 6th Cruiser Squadron will in future be known as the Mediterranean Cruiser Squadron.

"The Eastern Fleet will comprise the China Squadron, Australia Squadron, and East Indies Squadron.

"Other vessels on Foreign Stations will continue to be designated as at present, but the vessels employed in Newfoundland, the West Indies, and on the South-east Coast of South America will, if combined, be known as the West Atlantic Squadron.

The circular concludes with the new organization of the Destroyer and Submarine Flotillas.

## THE IDEAL GIRL.

What is the ideal young girl? is a question upon which the opinion of Mr. Rockefeller's bible class has been taken in New York. The class, after long deliberation has decided that the ideal young girl must know how to make a resolution. She should reason rightly, have good health, retire early, and be modest. She should read good books, possess good manners at table, avoid flirtations, aim at serious things, love children, and be self-respecting. These are her positive qualities. Next come the things she should avoid. First of all, she should not give herself up to pleasure or neglect home duties. She should not pretend to care little for children, nor should she be too poetic or too artistic. Neither should she think too much of her toilet, nor answer her parents when reproved, nor drink nor smoke. She should not encourage late visits, nor become too athletic.

## COMPANY MEETINGS.

UNION INSURANCE SOCIETY OF  
CANTON, LTD.

The 39th ordinary yearly meeting of shareholders in the above Company was held yesterday at the office of the Society. Mr. H. A. Siebs presided and there were also present:—Messrs. A. Forbes, J. W. C. Bonnar, W. L. Pattenden, G. Friesland, G. H. Medhurst, F. H. Armstrong, and F. Lieb (directors), W. E. Clarke, D. Macdonald, T. F. Hough, H. Hancock, E. Ormiston, D. Dunbar, F. C. Macdonald, L. Cheung Shui, W. Melchers, J. W. Taylor, and Mr. Montague Ede (secretary).

The Secretary having read the notice convening the meeting: The CHAIRMAN said:—Gentlemen,—The report has been in your hands for sufficient time to enable you to study it and I therefore propose to take it, as well as the auditors' report, as read. The premium income for 1910 is somewhat greater than that of the previous year, which is satisfactory, especially if one bears in mind that for the purpose of the account sterling was exchanged into dollars at 1/10 5/16 as against 1/10 1/16 in 1909. Interest shows a satisfactory increase, and on the other side of the account that most important item "Charges" shows a material decrease. Our reinsurance fund and underwriting suspense account both continue to rise and yearly provide a greater measure of security to our assured. A comparison of the Society's 1910 return with that of the nine leading Marine Insurance Companies at home is instructive, as showing that we have maintained our lead both in takings and percentage of profit. The comparison also discloses the fact that the total interest earned on investments by our larger competitors at home greatly exceeds the total amount of dividend paid by them, whilst our profits are such as to enable us to continue from year to year paying away in dividend some two lakhs more than our investments earn in interest. (Applause.) This policy, although so far it has not prevented a steady increase in our assets, should not be carried too far, and shareholders in their own interests would be wise in being quite satisfied with the maintenance of the dividend which we have declared for three successive years. It must be borne in mind that although the account this time is so favourable, it is quite conceivable that this pitch of excellence may not be maintained. Lord Furness, in presiding at the annual meeting of the World Marine Insurance Company, stated that during the short period of four months 28 steamers had been reported missing and 13 had foundered or been abandoned. The Society has been fortunate in escaping some of these losses, but the fact that they do occur in such quantity points to the necessity of underwriters maintaining rates and thus making ample provision for the possibilities which the future may have in store. It is unusual for the Chairman to refer, in his annual speech, to events of the current year, but as the Press of the whole world has been largely occupied in giving details of the awful disaster which overtook the *Titanic*, and as the Society's limits on vessels crossing the Atlantic are very large, I have been asked by my colleagues to tell you that in the *Titanic* case we escaped with the comparatively very light loss of \$25,000. This loss, as you will understand, only partly falls on the Society, the balance being absorbed by our sister Company. You will further be glad to hear that we escaped lightly in the case of the *Oceanic*, as practically the whole of our line was on treasure and advices to hand are to the effect that it will all be saved at comparatively small cost. My predecessor in the chair last year stated that he thought that a \$50 dividend should be regarded as high-water mark, but that if fortune continued to smile upon us he saw no reason why we should not be able to somewhat increase the dividend by the payment of a bonus to shareholders when the outturn of any particular year warranted it. The outturn of 1910 would seem to warrant the payment of a small bonus to shareholders this year, but, gentlemen, it was impossible for the Chairman in 1910 to forecast the breaking out of the rebellion in China and the consequent shrinkage and dislocation of trade. Ever the wisest and the best-informed of us cannot yet tell what the outcome of that movement may be or how soon trade conditions may begin to improve, and therefore after very mature deliberation your directors have come to the conclusion that the wisest policy for them to pursue is to husband the Society's strength and carry forward to underwriting suspense account a larger amount of money than would otherwise seem necessary. In this view I feel sure that you will all entirely concur and will endorse the recommendation of your directors that a final dividend on account of 1910 of \$20 per share should be declared, that \$10,000 should be added to the sterling reserve fund, and that the balance of \$518,000 shall be carried forward. The figures for 1911 are quite satisfactory as regards probable outturn, although there is a shrinkage in premium income due, as I have just told you, to the disorganisation of trade. Your directors, however, feel quite justified in recommending the payment of an interim dividend of \$30 per share and a bonus on contributory business of 20 per cent. You will be pleased to learn that, while giving shareholders and contributors full consideration in strengthening our reserves, we have not forgotten our staff to whom these continued successes are in a very large measure due, and we have voted them a bonus of 15 per cent. of a year's salary to the provident fund of each member who is in our service on the 30th of this month.

There being no questions, The CHAIRMAN moved the adoption of the report and accounts.

No questions being asked, the CHAIRMAN moved the adoption of the report and accounts.

Mr. ORMISTON.—In rising to second the adoption of the report and accounts, I should like to congratulate the Society on the excellent figures they have placed before us. There is no doubt the directors could have paid the shareholders a bonus on the result of last year's working, but, still, I think the majority of the shareholders consider that, taking into account the present unsettled state of China, the directors have acted most prudently in further increasing the reserves rather than paying away a bonus. At the same time it is nice to know that, given ordinary conditions, and a favourable year, the Directors will not look upon the payment of a bonus in any unfavourable manner. I have heard it suggested that as the Society is doing so well they might be expected to reduce rates. This suggestion is refuted by the events of the past few months, viz. the loss of the *Delhi* followed in quick succession by the *Oceanic* and *Titanic*. With such disasters possible to the highest class of ships it seems to me that the Society should try to maintain full rates instead of consenting to any reduction. Finally, gentlemen, I am sure you will all most cordially approve of the bonus voted to the staff. The excellent results that have been attained are in themselves a high tribute to the merit of the staff. As a former Chairman of your Society, I can testify to their loyalty, while the figures themselves testify to their ability.

The motion was agreed to. On the motion of Mr. DUNBAR, seconded by Mr. CLARKE, Messrs. Lieb and Friesland were re-elected to the directorate, Mr. TAYLOR proposed that Messrs. W. Hutton Potts and A. R. Lowe be re-appointed auditors at a remuneration of \$1,000 each per annum.

Mr. D. MACDONALD seconded, and the motion was agreed to.

The CHAIRMAN.—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants are now ready and can be had on application at this office.

## CHINA TRADERS INSURANCE CO.

The annual meeting of the China Traders Insurance Co. was held yesterday. Mr. H. A. Siebs (chairman) presided, and there were also present:—Messrs. G. H. Medhurst, A. Forbes, F. Lieb, G. Friesland, W. L. Pattenden, J. W. C. Bonnar, F. H. Armstrong (directors), H. Hunter, A. E. S. Alves, F. Geddes, V. L. Carvalho, B. M. C. Cunha, V. L. Remedios, J. A. Carvalho and C. Montague Ede (secretary).

The secretary having read the notice calling the meeting:

The CHAIRMAN said:—Gentlemen,—I will, with your permission, take the Report and Accounts and Auditors' Report as read. It compares favourably with that issued last year, the divisible balance being practically identical. We propose to deal with the balance as follows:—To pay a Final Dividend of \$4 per Share on account of 1910, making \$8 for that year; to place \$10,000 to Sterling Reserve; and to carry forward the balance to Underwriting Suspense Account. As regards 1911, the statistical position of that year is excellent, although the premium is somewhat smaller than in the previous year, and as the account seems likely to be as favourable as the one now presented we have no hesitation in recommending the payment of an interim Dividend of \$4 per Share and a Bonus of 20 per cent. on Contributory Premium.

There being no questions, The CHAIRMAN proposed the adoption of the report and accounts.

The motion was seconded by Mr. Ede, and carried.

Mr. HUNTER proposed the re-election of Mr. Lieb and Mr. G. Friesland as Directors.

Mr. H. J. CARVALHO seconded the motion, which was carried.

On the motion of Mr. B. M. C. CUNHA, seconded by Mr. REMEDIOS, Messrs. G. Hutton Potts and A. R. Lowe were re-elected auditors for the ensuing year.

The CHAIRMAN.—That is all the business, gentlemen. Dividend warrants are now ready and can be had on application.

## HORTICULTURAL SOCIETY.

ANNUAL MEETING.

The annual meeting of the Hongkong Horticultural Society was held in the City Hall yesterday, the President (Mr. J. Barton), in the chair. There were also present Messrs. H. H. J. GomPERTZ, J. Hoggarth, W. H. Looker, L. Gibbs, W. L. Pattenden, L. N. Leefe, Newall, and Chao Po Sien.

The seventh annual report stated that the Committee's hopes were not realized in connection with the annual flower and vegetable show. This was due in a great measure to the bad weather, and to the fact that the month of January was a bad one for flowers. The statement of accounts showed that last year's credit balance of \$693.61 had been reduced to \$235.03. Decrease in membership, in gate money and donations were largely responsible for the reduction.

The CHAIRMAN said he did not think he could add much to the report as it spoke for itself. The Committee regretted that the show was not more satisfactory, but they hoped that, if their suggestions were carried out, the Society would have a better year this year.

On the motion of Mr. PATTENDEN, seconded by Mr. LEFE, the President, Mr. Barton, was re-elected.

Mr. L. Gibbs was re-elected hon. secretary, and Mr. W. L. Pattenden, hon. treasurer. Messrs. F. Howell, H. W. Looker, P. W. Goldring, and Chao Po Sien were re-elected to the Committee, and the following new members were elected:—Mrs. Ede, Mrs. Newall, Mr. H. Green, Mr. L. N. Leefe and Mr. J. Hoggarth.

THE MURDER OF A BRITISH  
MISSIONARY.

BISHOP SCOTT'S NARRATIVE.

Bishop Scott, of North China, has sent to Bishop Montgomery, the secretary of the S.P.G., the following account of the murder of the Rev. Frederick Day and the attack on the Rev. F. S. Hughes.

T'ung Chuan-zing, China, 1911. Province, China, March 6, 1912.

My dear Bishop Montgomery,—I have very grave and very sad news—but it will not be "news," for I think it will surely be telegraphed from Peking. Poor Day has been shot dead.

Hughes and I and Day all met for last Sunday at Mi-li-t'au for confirmations, &c., &c., and spent Sunday together. We separated after dinner; they two were to start for Chi-chou (about 25 miles) early on Monday, and from there Hughes was to return to Peking, and Day was to come to meet me here (ten miles from Chi-chou) for confirmations, &c., &c. I started out with Deacon Li an hour later on Monday to come over here (25 miles) and await Day. On Sunday various rumours had reached us—some likely, some unlikely, but it seemed clear there were deserting soldiers passing along the roads from Pao-tungfu. We thought either of our parties might fall in with them, but we knew they had no quarrel with foreigners.

As a matter of fact half an hour before reaching our destination our party was "held up" by fully-armed, uniformed soldiers, who took away one cart with two mules and some valuable clothes from the deacon's back and a few dollars with his bag, but left my cart untouched and gave us the bedding and baggage from the cart which they commandeered. We put the deacon (who was very lame) into my cart, and were glad to get home without anything more serious. Meanwhile Day and Hughes got into Chi-chou city without any experience, went a walk round, and had dinner. Then, unhappily, in came a man who knew Day, and had recognized the cart stolen from us and the driver in the city, and told Day that we had been met and robbed. The two went round to the inn, and Day tried to induce the ruffians to give up the cart to its owner, whom he knew. There was a long altercation, and Hughes thinks the man seemed to be giving way a little when suddenly the outlook changed and the soldiers were wildly firing their revolvers (apparently through closed doors) into a small room where the two clerics, now alarmed, had retreated.

Day was hit on the head very early in the attack, a blow which must have instantly deprived him of his senses and very, very shortly of his life. Hughes escaped by a miracle, for they came back to try and kill him before finally flying. He was taken by the police to the Yamen, where he has been ever since. The magistrate took measures to have the body taken care of and put into a coffin, and I am going to-morrow (now that the roads are clear again) to the city to arrange about the funeral, where it is to be, and how we are to get away to Peking. For there was an *éclat* in Peking the very day I left—February 28—and Pao-tungfu seems to be out off by rail and wire. But for this stunning blow we should be filled with anxiety for our dear people in Peking, but we do not know that the ladies and school-girls were got away into safety in or near the Legation quarter.

Dear Day is a great loss; he was getting on nicely with Chinese and with his country work—his health very much improved, and seemingly a good, useful missionary life in front of him, but "God disposes"—God grant him rest and peace. I have just been writing fully to his father.

There is no uprising against "foreigners." These ruffianly soldiers at once decided not to demand my cart, and we had no special reason to fear them, though they shoot remorselessly any Chinese who do not give up at once what they want. We ought now to be quite safe in moving about on our way home. Poor Hughes must have had a truly awful experience.

Yours sorrowfully and affectionately,  
C. P. SCOTT (Bishop).

## RECORD AT LLOYD'S.

The gold and silver sunk in the P. & O. *Oceanic* off Eastbourne was worth £750,000, and was insured at Lloyd's for that amount. On March 19th the bank, which was forwarding the consignment to Bombay, presented its claim to the underwriters, and on March 20th arrangements were completed for paying the amount by a cheque, which was in the hands of the bank at noon the following day. The extraordinarily quick settlement of such a huge amount constitutes a record at Lloyd's, and enabled the forwarding bank to duplicate the consignment by another boat leaving at the end of the week. Of course the gold, when raised from the wreck, will be the property of the underwriters.

THE GERMAN EMPEROR AND  
THE PANAMA CANAL.

Colonel G. Goethals, the chief engineer and chairman of the Panama Canal Commission, who has recently returned to America from a trip abroad, has stated that the Emperor William is strongly in favour of much heavier fortifications at the entrances to the Canal than it is proposed to erect there. Colonel Goethals said:—

"The Emperor said he had no doubt that some nation would establish a coaling station either to the north or to the south of the Canal. He pointed out that at this station battleships could quietly be gathered and could suddenly descend on the Canal and capture it. The Emperor believes that the fortifications should be of sufficient strength to repel any fleet that might attack."

## QUEEN MARY'S FAN.

There is a prevailing idea (says the *City Press*) that gifts to Royalty are merely accepted, and then put on one side. That has not been the case, at any rate, with the fan presented to Queen Mary on the occasion of the Coronation by the Fan-makers' Company. The other day her Majesty told a member of the Guild that she took it with her to India, and used it throughout the ceremonies at Delhi.

THE ICEBERG MENACE TO  
NAVIGATION.

"No floating object in the North American seas carries so dread a message of fear to trans-Atlantic shippers as the iceberg. Every captain who takes his bark into the region of the Newfoundland Banks in the Spring, has in his mind's eye a picture of a disaster similar to that which has befallen the *Titanic*. And the pity of it is that the disaster is inevitable, for the iceberg is a wanderer, freed from the laws of currents and courses."

This was the statement made by a shipper whose vessel was in Manila Bay last week and who has had a wide experience in the perils of the dreaded banks. Questioned by a *Manila Times* reporter, this captain continued:—

"There are often great fields of ice floating southwards along the east coast of Canada. They have their source in Greenland from whose ice-cap radiate hundreds of glaciers, the majority of which—at least the larger of them—reach the sea to become a menace to ships plying the north Atlantic coast."

"Once free from Greenland, they drift northward, thence to the west and finally down the American coast. Their paths are fairly well defined until they begin to strike counter currents and then the troubles of the skippers begin. From the St. Lawrence river there sets a current which absolutely kills all chance of calculation of the courses of these frozen monsters."

"Some of them are miles in width and some even rise to a height of 350 or even 500 feet. But others, due to the specific gravity of ice, float along almost even with the surface while they may extend hundreds of feet below the water line. These bergs are the most dangerous and it is probable that the *Titanic* encountered one of them. On the other hand, logs on the banks are often so dense that even a high iceberg can not be seen, especially at night."

"The only way in which watchers on the *Titanic* might have suspected the proximity of the berg, would have been the increasing cold. One always feels an iceberg hours before he sees it, such is its influence upon the temperature. But the *Titanic* must have been forging its way through a field of ice floats long before the berg was struck. Hence the fall in temperature was probably not noticeable."

## INTIMATIONS

Chs. J. Gaupp  
& Co.,  
ALEXANDRA BUILDINGS,  
CHATES ROAD.

WATCHMAKERS,  
AND JEWELLERS,  
OPTICIANS.

FINEST QUALITY  
DIAMOND JEWELLERY  
A SPECIALITY.

ENGLISH, AMERICAN AND SWISS  
GOLD AND SILVER  
WATCHES.

CLOCKS  
of all descriptions.

If You Wear  
TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eyes. Their advantage is particularly noticeable to players of tennis, golf, croquet, and billiards. Made in clear glass and tinted shades.

CLARK & Co.  
SCIENTIFIC OPTICIANS  
108 BLDGS. CHATER RD.  
HONGKONG.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12.

## NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

A FINAL DIVIDEND of TWENTY DOLLARS per Share for the year 1910 and an INTEREST of THIRTY DOLLARS per Share for the year 1911, will be payable on TUESDAY, the 23rd instant. Warrants may be had on application at the Office of the Society. Hongkong, 24th April, 1912. [614]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Belsito, will be despatched as above on FRIDAY, the 26th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 24th April, 1912. [4]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"ISCHIA," having arrived from the above port, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 30th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 29th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 23rd April, 1912. [4]

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA," Captain Kotsis, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 29th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

22 a.s. "Göteborg" from Gothenburg.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 23rd April, 1912. [612]

A SAVING OF 20 TO 25 PER CENT. NETT

IN THE USE OF COALS

OF ALL QUALITIES.

A product exclusively mineral, without smell or danger, and stable. Increase in production of steam. Suppression of smoke, cinders, slack and clinker.

No preparation or special handwork necessary. Guarantee on invoice against oxidation of bars, firebricks, plaster, tubes, etc.

Of interest to manufacturers, railway and shipping companies, etc. Sale price 4.300 Frs. per 1,000 kilos. Carriage and all charges paid. One thousand kilos would effect saving of 20,000 Frs. The monopoly of sale for 15 years in every country of the world is to be granted to an individual person having connections with public bodies or Governmental Departments, etc., and offering best guarantees.

A reduction of 30 per cent., i.e., 3,150 Frs. nett, for 1,000 kilos cash payment.

Address:

EPARCKE DES CHARBONS,

15, Avenue Mercédès, Paris.

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

## NEW ADVERTISEMENT

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Consignment, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 26th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 26th inst., at 5 p.m., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before WEDNESDAY, the 1st May, otherwise they will not be recognised.

K. MATSUDA, Agent.

Hongkong, 23rd April, 1912. [613]

## PUBLIC COMPANIES

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY SECOND ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on TUESDAY, the 30th APRIL, 1912, at 4.40 o'clock p.m. for presentation of the Report of the Directors and the Accounts to the 30th December, 1911, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 24th to the 30th April, 1912, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with Secretary for Registration at least forty-eight hours before the meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 13th April, 1912. [581]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 81, George's Building, on SATURDAY, the 4th MAY, 1912, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. [582]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

LOST.

THE SHARE CERTIFICATE No. 1593 for TWO SHARES numbered 37959/37960 inclusive, standing in the Register in the name of FRANCISCO XAVIER HOMER DE CARVALHO of Macao, having been LOST, NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the First day of May, 1912, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE, Acting Secretary.

Hongkong, 16th April, 1912. [577]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up.

BROWN, JONES & Co., 41, Morrison Hill Road.

Telephone 423.

Hongkong, 18th October 1911. [776]

## INTIMATIONS

## LANE, CRAWFORD &amp; CO.

## HOUSEHOLD DRAPERY DEPT.

JUST UNPACKED

DAMASK TABLECLOTHS, NAPKINS, TEACLOTHS, etc.

COTTON and LINEN SHEETINGS, MOSQUITO CURTAINS, TURKISH BATH TOWELS.

## HARDWARE DEPT.

## KITCHEN UTENSILS

OF

EVERY DESCRIPTION.

FILTERS and FREEZERS.

BRUSHWARE and TINWARE.

LANE, CRAWFORD & CO.

[51]

## INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL GENERAL MEETING of the Members will be held TO-MORROW (THURSDAY), the 25th APRIL, 1912, at 4 p.m. in the CHAMBER ROOM, St. George's Building, Chater Road, Hongkong, for the purpose of nominating a Member of the Chamber for appointment to the LEGISLATIVE COUNCIL.

Notice in writing of the names of Candidates and of their Proposers and Secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 20th April, 1912. [592]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th APRIL, 1912, at 12.30 p.m., at the Offices of the Hongkong JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1912. [583]

HONGKONG ELECTRIC CO. LTD.

NOTICE.

ON and after MAY 1st, 1912, the charge for Lighting, Fans, &c., will be Reduced to CENTS TWENTY-SEVEN PER UNIT, and the charge for Radiators and Motors to CENTS TEN PER UNIT. DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th April, 1912. [585]

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager, H. HAYNES.

Hongkong, 1st March, 1912. [389]

SOUVENIRS OF THE DELHI DURBAR.

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable.

Early inspection solicited.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong.

Hongkong, 17th April, 1912. [50]

## AUCTIONS

G. R.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Offices of the PUBLIC WORKS DEPARTMENT on MONDAY, the 29th day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale, Registry No., Locality, Boundary Measurements, Contents in Square Feet, Annual Rent, Upset Price.

1. 150, 150, 800, 300, 45,000, 180, 4,350.

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM, Director of Public Works.

Hongkong, 12th April, 1912. [599]

G. R.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the following Sale of CROWN LAND by PUBLIC AUCTION will be held at the Offices of the PUBLIC WORKS DEPARTMENT on MONDAY, the 29th day of April, 1912, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale, Registry No., Locality, Boundary Measurements, Contents in Square Feet, Annual Rent, Upset Price.

1. 50, 105, 80, 74, 9,414, 61, 1,312.

The Purchaser of the Lot will also have to pay the sum of \$32 for boundary stones and \$30 for the Crown Lease.

W. CHATHAM, Director of Public Works.

Hongkong, 12th April, 1912. [900]

THE GREAT RAYMOND

THE WORLD'S GREATEST ILLUSIONIST, Presenting Positively The Most Novel, Original and Startling MAGICAL PERFORMANCE EVER PRODUCED.

Gorgeous Scenery and Electrical Effects. This is the Most Gigantic Amusement Enterprise Ever Brought to the Far East.

THIRD TRIUMPHAL TOUR ROUND THE WORLD.

SPECIAL MATINEE: WEDNESDAY, MAY 1st. Children Half-Price.

By kind permission of Col. HAMILTON and OFFICERS the Band of the K.O.Y.L.I. will be in attendance.

PRICES \$3.50, \$3, \$2 and \$1.

Booking at MOUTRIE'S, Late Car to the Peak.

Hongkong, 24th April, 1912. [557]

VICTORIA THEATRE.

THE "TITANIC" DISASTER. GRAND BENEFIT.

UNDER the distinguished Patronage of H.E. THE OFFICER ADMINISTERING THE GOVERNMENT, H.E. Major-General ANDERSON, C.B., and Consul-General ANDERSON, in aid of the sufferers by the loss of the S.S. "TITANIC."

A Monster Programme will be presented at this Performance, which takes place on FRIDAY, the 26th inst.

PRICES \$3.50, \$3, \$2 and \$1. Late Peak Car, Ferry and Tramways. Booking at MOUTRIE'S, Hongkong, 24th April, 1912. [58]

FOR SALE

G. R. FOR SALE FOR BREAKING UP. At H.M. DOCKYARD, Hongkong, H.M. Torpedo Boat Destroyer, "HART."

Length between perpendiculars...194 ft. 3 ins. Beam (external)...19 " 5 1/2 " Displacement...295 tons. Fitted with 2 sets of triple expansion engines and 3 water-tube boilers, 100 horse-power type, (unfitted). Can be viewed alongside Kowloon Coaling Depot during Dockyard hours between 15th and 29th May, on application to the Commodore.

Tender forms with conditions of sale, list of fittings on board together with any further information required can be obtained on application to the NAVAL STORE OFFICER, H.M. DOCKYARD, Hongkong. Tenders are to be lodged in the Commodore's Office before Noon on 5th June, 1912.

Hongkong, 22nd April, 1912. [593]

FOR SALE.

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to C. SCHROETER, Care of Messrs. GARRIEL, BORNHAR & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [125]

FOR SALE, With or Without Furniture.

"TOR OREST" No. 8, The PEAK, with Tennis Court, Commanding a magnificent view of the Harbour and Adjacent Islands. Apply—LINSTEAD & DAVIS, 3rd floor, Alexandra Buildings, Hongkong, 7th March, 1912. [416]

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.

"DAIRYMAID" ... 75 " "

"BUTTERCUP" ... 70 " "

"PASTRY" ... 65 " "

THE DAIRY FARM CO., LTD.

GRACA & CO. Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, FLOWER BLENDS, TOYS, BOOKS, MANILA CIGARS and CIGARETTES. HONGKONG HOTEL BUILDING, PEDDER STREET HONGKONG. 452

## NOTICES OF FIRMS

NOTICE.

WE beg to inform you that Mr. WALTER OTTO has been admitted a Partner in our Firm. BERBLINGER & Co. Hongkong, 20th April, 1912. [586]

NOTICE.

MRS. and MR. SCIPES beg to inform the Public that they have CEASED all connections with THE PAIRS TOILET CO., from To-day and that they will Open a New Gentlemen and Ladies' Hairdressing Salon shortly. Hongkong, 22nd April, 1912. [590]

## WANTED

WANTED.

EUROPEAN ASSISTANT in Export Merchant's Office. State Salary, Qualifications and Previous experience to—A.B.C., Care of "Daily Press" Office. Hongkong, 23rd April, 1912. [610]

WANTED.

MODERN HAMMOND TYPE-MACHINE, either new or best condition. Apply—No. 999, Care of "Daily Press" Office. Hongkong, 22nd April, 1912. [591]

TO LET.

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## LOSS OF APPETITE.

## HOW TO RESTORE IT READILY.

With a good constitution and an intelligent observation of the precautions which have to be taken to counteract the deleterious action of the climate, there is no reason why life in a hot country should not run on the same healthy lines as in more temperate climates.

Unfortunately, however, it is a matter of every-day observation that it does not do so. The first intimation of anything being wrong generally comes in a loss of appetite. This is nature's warning that less food should be taken, so that the body may have time to recover its equilibrium through less work being given to the digestive organs on the one hand, and less strain being put on the nerves which regulate them on the other.

At the same time, it has always to be borne in mind that the taking of less food is always followed by the desire to take still less. The result is that the individual may get run down into a condition of great weakness. It is necessary, therefore, to exercise the greatest care and intelligence in cutting down the daily supply of food.

Without a certain amount of nitrogenous food, the body's force cannot be kept up. That is a fundamental law of physiology which has to be observed by everyone in all climates. Meat is the chief source from which that all-important element nitrogen is obtained. Meat and meat foods are, however, too "heating," to use a common expression, under these conditions of failing appetite, and they contain so much waste material that they throw too much work on the already overworked excretory organs. In fact, it may be this very condition of overwork which is the cause of loss of appetite.

## ABSOLUTELY CONVINCING REASONS.

To regain appetite and the healthy enjoyment of one's food, which is a provision of nature to aid the digestion, it is necessary to take food which will stimulate the digestive functions and supply nourishment in which there is little or no waste, thus relieving the excretory organs of much labour.

For this purpose, nothing can compare with Sanatogen, which has been described by a medical journal as "a food which is all food with no waste." Moreover, it helps the digestion of other food, and thus enables the system to make better use of what has been taken.

The reason why Sanatogen acts in this way is very simple. It is composed of the body-building or nitrogenous element of the purest cow's milk, "chemically combined" with phosphorus in the exact form in which it is found in the brain and nervous system. It has, therefore, to undergo relatively little digestion before it is assimilated and taken into the blood stream to nourish the body in general and the nervous system in particular. One of its principal actions is on the organs which manufacture the red blood corpuscles. These are vitally important, for if they fall below a certain number the individual suffers from anaemia, with its long list of depressing and enervating symptoms, like lassitude, languor, shortness of breath, palpitation of the heart, faintness, headache, noises in the ears, spots before the eyes, indigestion and constipation, with, in women, an additional set of well-known symptoms, which are often attended with considerable pain and an even greater degree of weakness than when men are the sufferers.

## NO LESS CONVINCING TESTIMONY.

In these cases of loss of appetite Sanatogen often acts like a charm, especially in the case of children, in whom the loss of a desire for food naturally tells with greater rapidity and effect than in grown-up people. In such cases the following statement of a physician practising in Bangalore may be regarded as typical. "I have an interesting case in which Sanatogen has had a remarkable effect. The subject was a boy, eleven years old, who was very anemic,averse to any sort of food from want of appetite, morose, of a languid disposition, hating to play and study, while he suffered, at least once a week, from a severe chest pain which, it was feared, would culminate in that dreaded malady, Angina Pectoris. He had only taken Sanatogen for three days when, to the surprise of his parents, he was found to be cheerful and active, and his appetite was returning. He relished his usual food and he lost the pains in the chest. His description of the effect of Sanatogen was as follows: 'I feel while taking it as if some energy or current of strength was being poured into my chest.' This is a sane expression of the effect of Sanatogen."

The remarkable thing about this child's experience is that it is made almost in the exact words of a distinguished London author, who wrote to the proprietors, "almost immediately after taking Sanatogen I feel as if a stream of liquid life had been poured into me."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free, to all mentioning this paper on application to A. WULFING & Co., 6, Kinkiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [99-415]

## PLASMON

The Great Nerve and Brain Food.

PLASMON COCOA,  
PLASMON CHOCOLATE,  
PLASMON BISCUITS,  
PLASMON OATS.

PLASMON is used by the ROYAL FAMILY.  
Plasmon, Ltd., London, Eng.

## STOMALIX

Sole de Carter. Cures Dyspepsia and all other forms of Disorders of the Stomach and Intestines, painful and otherwise.  
Sole Importing Agents:  
FRANCIS NEWBERRY & SONS, Ltd., London, Eng.

## A JAPANESE MRS. EDDY.

## THE GOSPEL OF THE PURE IN HEART.

Tenrikyo is not the name of a new food, or a new drink, or a new game. It has not been extensively advertised in England. Few people have heard of it in London. Only four simple missionaries from Japan have taken a house in Bedford-park, talked, departed, and left behind a small book, printed in Japan, not published in England, but in Osaka, with the curious English which I will ask you at once not to receive with laughter. You cannot write Japanese so well as the anonymous author of this little book writes English.

These sentences caught my eye from pages of the small book. "All the bodily diseases proceed from the mind; on the other words, the mind's bad or good operations bring forth their effect upon the body. Hence the true remedy of disease must act on the mind. A sin is the cause of the disease." Some 30 years ago a Japanese Commission came over to England to search for a national, established religion. They examined Christianity as put into European practice, and found it wanting as a working faith. They returned disconsolate. But from two ends of the world came a remarkable development of the religion of Christ, from America and from Japan, and both of them due to women. From both sides of the world comes the announcement that purity of heart is the way of salvation from bodily ills and distresses. On the one side Mrs. Eddy, of the Christian Science movement; on the other, Nakayama Miki of Japan.

## THE MEDICAL RELIGION.

"Tenrikyo is called the medical religion," says the anonymous writer of the little book. For Tenrikyo is a religion which has gathered together some four millions out of the 40 odd millions of Japan, built churches, stirred the national heart, and the high priestess was a woman, Nakayama Miki.

The life of Nakayama Miki is briefly described in the little book left behind by the four missionaries of Bedford-park. She was born in 1798, of the Samurai class, and her education consisted of reading, writing and mathematics. From childhood she peculiarly sank into a melancholy leading to religious meditation. (I am quoting now from the anonymous book.) She wished to enter a monastery. "But agreed her parents' persuasion at the age of 15 years she married a rich farmer of the neighbouring village, and after some years she bore three children. Her virtue as a woman was imitable. The inspiration which qualified the Founder to receive and communicate divine truth began in her 41st year of age. The event was so miraculous that her countenance suddenly growing bright as if an angel coming down from heaven, said in a most grave accent that God has sent me to save our fellow beings. Her husband and others who beheld this change were struck with astonishment and horror, for they conceived that a devil had taken possession of her. "Her mission produced a few secret believers, but many attacked, mocked and ridiculed her: even her husband did not believe in her. Her mission was teaching, healing and almsgiving. She was persecuted by the local government and Buddhist priests, poor calamity and danger always were her companions, while a considerable portion of her life was spent in prison. A strong persecution makes the persecuted stronger. Those who are sick in mind or body coming to her to be healed from near or remote lands, and they increasing day by day, month by month, year by year, her followers grew to an enormous extent when she went back to heaven on her reaching 90 years of age. "from the divine land of Jamato" which is Mishimi, the city which she founded and made the headquarters of Tenrikyo with church, colleges, orphan asylums and a ceremonious singing and music and dancing.

## THE EIGHT "DUSTS."

And the essence of Tenrikyo is the doctrine of purity. "Blessed are the pure in heart; for they shall see God." The anonymous apostle quotes the sentence from the Christian's Bible, and adds that "our religion can only give to it a deeper meaning than the Biblical expositors do." The cause of disease is in the mind, says Nakayama Miki; "this means that a sin is the cause of the disease, and a disease the effect of the sin."

There are eight sins; or eight "dusts" in the Japanese symbolism—that must be swept away before the man is pure. I will give the list in translation, with the hinted explanation of the commentator. (1) Covetousness—a sin issuing from the excessive desire. (2) Parsimony—the negative side of covetousness. (3) Wrong love (we may find the proper example in paragon and favoritism). (4) Hate (the strongest of dislike or aversion). (5) Resentment (very far from the moral good which is consummated in the Christian golden rule, "Love your enemies"). (6) Anger (when it is excessive is accompanied generally by a loss of self-control, and being inflamed it consumes all the things it touches). (7) Haughtiness (it is in this spirit that man acknowledges no sin of his own, and says that the salvation of God is an idle story). (8) Selfishness (the eight dusts means in a wide sense all the desires and feelings which are opposed to the divine will. And the spring from which they flow is selfishness).

And those eight dusts must be cleaned away before the human being obtains purity of heart and can be freed from bodily disease—which is the result of sin. I must add certain maxims, quoted from the little book, and set forth as the "Confession of our Believer." Japanese-English, you will understand, and by no means to be laughed at.

"God is like water in respect to His purity and liquidness; because water pervades into the bottom of the earth and spreads throughout the sky; moreover it washes away all dirt." "Therefore man must be also like water, by imitating God." "God is in the world, especially in our minds." "Before God, who is the father of mankind, all men are brethren; all brethren are equal and without class." "Rather charge yourself not others." "You must sacrifice for others, otherwise you cannot obtain the eternal life." "The empty worshiping in a blasphemy." "You shall not attack the other religions."

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## MRS. EDDY AND NAKAYAMA MIKI.

This little book gripped me with its coincidences; for the woman of Japan and the woman of America are curiously alike in their history, and if you compare the works of Mrs. Eddy with the maxims of Nakayama Miki you will see that two women—one in the old world, the other in the new—had gone through the same sort of experience, they were contemporaneous, and it is not likely that they ever heard of each other.

Both had been through the ordinary trials and troubles of women. Both, in middle-age, were considered—cranks. Both, at almost the same moment, met unconsciously in the notion—absurd as it may seem to some—that sin is the origin of disease and suffering, and that the purification of the heart is the true way to the salvation of the body. Both passed away at a good old age, and both founded churches in the East and the West with millions of followers. Both were women, and both met—surely in Palestine with-out recognising each other—nearly two thousand years ago, when a certain Man, who laid hands on the sick and healed them, said, "Blessed are the pure in heart, for they shall see God."

## MUSIC IN PENANG.

AMUSING STORY FROM A BATAVIA JOURNAL.

The *Locomotief* of March 22nd contains the following amusing extract from the *Preanger Bode*, which states that Batavia need not be considered as a musical centre out here, for undoubtedly Penang takes the lead. "Here is an illustration:—It was not very long ago that one of our best musicians together with one of our best lay singers bethought them of paying Penang a visit. They arrived there in due course. Now it happens that in this place (as in every country of the kind) you have specialists. If you want to give a concert you must first send your way to the king of kings of music in Penang. Without his support it would fall flat. So our musician called upon the musical king, namely, an English engineer. The great man received him with due dignity. A concert? He was agreeable. But to hear a lady sing the whole evening—that would not do. "We are used to "more" in Penang." But

he was the patron of art; he would assist; he would also sing. "Can you accompany?" said he. "I will try" was the modest reply. "Can you—ahem—accompany a comic song, for instance?" Accompany a comic song? I shall do my best. For a moment there was a look of intense amusement in the eyes of the musician at the thought of "accompanying a comic song," but it passed unnoted. The other put himself into an attitude and began to sing, or rather tried to, but he could not make any headway as the accompaniment put him out completely. The king of kings stopped and all his superiority lay in the words, "Have you ever played before?" "Sometimes; for my own pleasure. I have learnt to play a little on the piano." was the reply. "Yes, I thought so. Well, what shall we have at the concert?" The poor musician handed in a programme, giving the names of several songs that we here in Bandoeng have listened to with rapt attention. "None of that for Penang," said its musical authority. "Old things. Nobody would stick to that here. I am singing selections from the latest operettas. 'The Merry Widow,' and such like. We are up to date here and do not take anything." This was too much for our musician. "All right," said he. "I shall go to the show with a barrel organ; you will sing; I shall sing, and then we shall all sing out of pure love for the art. Good night." Did we go? Not much!



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[300-1]

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AN UNWELCOME GUEST  
Of brown cockroach  
Eats his booty till  
Such a steady bander,  
Never pays a bill.

KILLS BUGS  
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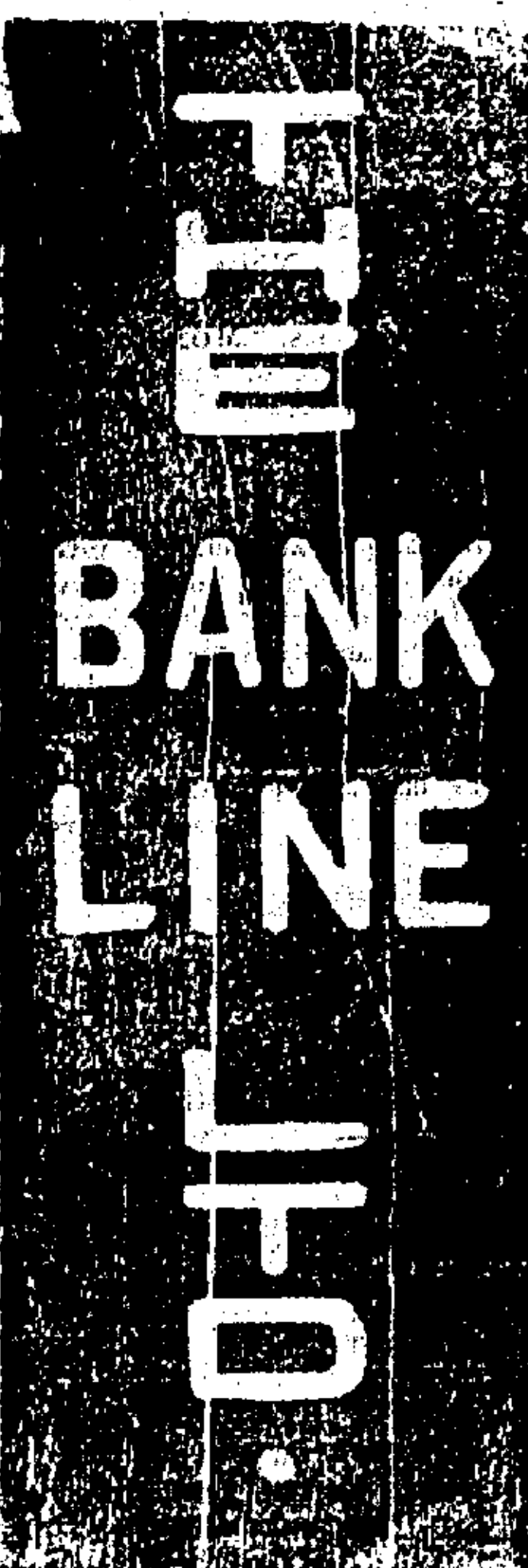
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10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

THURSDAY, 25th APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

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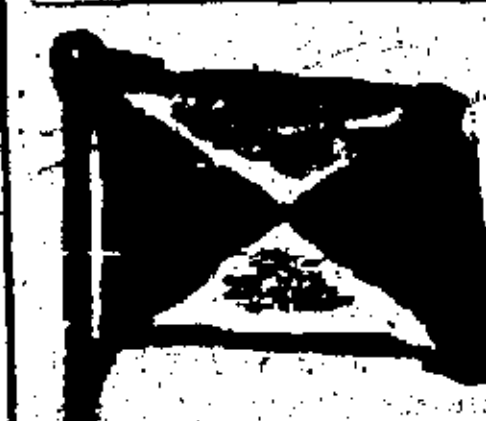
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RUBI	4000	S.A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 30th Apr., 4 P.M.
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For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG, 22nd April, 1912. PHILIPPINES S.S. Co. [13]

## JAVA-CHINA-JAPAN LIJN

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TJIBODAS	SHANGHAI	—	JAVA	Second half of April.
TJILWONG	JAPAN	Second half of April.	JAVA	Second half of April.
TJILATJAP	SHANGHAI	Second half of April.	JAVA	First half of May.
TJIMAH	JAVA	Second half of April.	SHANGHAI	First half of May.
TJIMANOEK	JAPAN	First half of May.	JAVA	First half of May.
TJIPANAS	JAVA	First half of May.	JAPAN	First half of May.
TJIKINI	JAVA	First half of May.	SHANGHAI	Second half of May.
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DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "PEIING"	... ..	5,500	On 24th April.
Kobe and MOJI ... "CEYLON"	... ..	9,000	On 20th May.

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SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BUELOW"	16,900	About 2nd May.
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MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,760	9 a.m. 18th May.
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Kobe and YOKOHAMA	"COBLENZ"	6,750	About 3rd May.
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KUDAT and SANDAKAN	"BOENBO"	5,000	Middle of May.
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Hongkong, 24th April, 1912

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### VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. S.S. str. Nile sailed from San Francisco on the 18th April, p.m., and may be expected here on or about 27th April, a.m.

The Ssang Line str. Seangpoo left Rangoon on the 20th April, for Hongkong, and is expected to arrive here on the 25th April.

The P.M. S.S. str. Nile from San Francisco sailed from Yokohama on the 22nd April en route to Hongkong, and is due to arrive at this port on the 30th April.

The str. Indramayo passed the Suez Canal on the 9th April, and is due here on or about 8th May.

The T.K.K. str. Hongkong Maru arrived at Honolulu on the 15th April, and will sail for Hongkong via Japan port on the 17th April, and is expected here on the 23rd May.

The Ben Line str. Benledi from Antwerp, Middlebro', and London left Singapore on the 18th April, for this port.

The "Mogul" Line str. Lothian left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. Glenesk passed the Suez Canal on the 8th April, and is due here on or about 11th May.

THE AUSTRALIAN MAIL.

The E. and A. str. Eastern, from Sydney, and left Port Darwin on the 21st April for this port (via Timor and Manila).

The I.G.M. str. Coblenz left Sydney on the 10th April, at noon, and may be expected here on or about 3rd May.

The C.P.R. str. Express of Japan arrived at Kobe on the 20th April, at 5.30 p.m., and left again at midnight same day for Shanghai, where she is due to arrive on the 24th April, at 3 a.m.

THE OAKLAND MAIL.

The P. & O. Co.'s str. Oriental left Singapore for this port on the 19th April, at 4 p.m., with the outward English mails, and is due here on the 24th April, at about 7 a.m.

THE ENGLISH MAIL.

The P. & O. Co.'s str. Oriental left Singapore for this port on the 19th April, at 4 p.m., with the outward English mails, and is due here on the 24th April, at about 7 a.m.

THE GERMAN MAIL.

The I.G.M. str. BueLOW carrying the German mails with dates from Berlin of the 3rd April left Colombo on the 21st April, and may be expected here on or about the 2nd May.

THE MERCHANTS STEAMERS.

The N.Y.K. str. Kitano Maru (European Line) left Singapore for this port on the 19th April, and is expected here on the 24th April, a.m.

The Swedish East Asiatic Co.'s str. Peking left Port Said on the 26th March, and is expected here on the 25th April.

The A.L. str. E. F. Ferdinand left Singapore for this port on the 26th April, and will arrive here on the 25th April, a.m.

The American & Manchurian Line str. Wallon Hall left Singapore on the 19th April, and is due here on or about 25th April, a.m.

### LATEST STEAMER MOVEMENTS.

The str. Ceylon left Suez on the 22nd April, and is expected to arrive here on or about the 20th May.

The P. & O. str. Nore is expected to arrive at Colombo on the 1st May, at noon.

The C.P.R. str. Empress of India arrived at Shanghai on the 23rd April, at 7 a.m., and left again at 11 p.m. same day for Nagasaki, where she is due to arrive on the 25th April, at 7 a.m.



## SHIPPING

## ARRIVALS.

ATSUTA MARU, Japanese str., 8,500, J. Nagao, 23rd April—Shanghai 24th April, General—Nippon Yusen Kaisha.

CAPT. A. F. LUCAS, American str., 3,900, G. Bunding, 23rd April—San Francisco 25th March, Oil—Order.

GLENFARG, British str., 2,330, V. Graves, 23rd April—Rangoon, Manila 21st April, Nil—Seang Tok Hong.

HIROSHIMA MARU, Japanese str., S. Hirao, 23rd April—Singapore 17th April, General—Nippon Yusen Kaisha.

JOHANNES, German str., 952, H. Tpland, 23rd April—Rangoon 11th April, Rice—Johnson & Co.

LOONGSANG, British str., 1,050, W. C. G. Leach, 23rd April—Manila 20th April, General—Jardine, Matheson & Co.

MICHAEL JUBSEN, German str., 951, T. Peterson, 22nd April—Haiphong 20th April, General—Johnson & Co.

PHUC PENH, British str., 1,060, Jas. Scott, 23rd April—Saigon 19th April, General—Order.

QUINTA, German str., 985, Schlesinger, 22nd April—Bangkok and Swatow 21st April, Rice—Siemens & Co.

RAIBURU, German str., 1,180, C. Wolff, 23rd April—Bangkok, Swatow 22nd April, General—Butterfield & Swire.

SITHONIA, German str., 3,450, Kotoko, 23rd April—Singapore 17th April, April, General—Hamburg-America Linie.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

April 23rd.

ATSUTA MARU, Japanese str., for Straits.

HAIMUS, British str., for Swatow.

HONGKONG, French str., for Haiphong.

JAPAN, British str., for Straits.

KAIJI MARU, Japanese str., for Swatow.

M. JESSEN, German str., for Swatow.

MONTROSE, British str., for Straits.

SIKANG, French str., for Haiphong.

SITHONIA, German str., for Shanghai.

TRIUMPH, German str., for Hoihow.

YATSHING, British str., for Hongkong.

## DEPARTURES.

April 23rd.

AWA MARU, Japanese str., for Shanghai.

C. DIEDERICHSEN, Ger. str., for H'phong.

CHILON MARU, Japanese str., for S'hai.

CHINA, American str., for Shanghai.

HAITAN, British str., for Swatow.

HONGKONG, British str., for Amoy.

KAIPOHO, British str., for Manila.

KUTANG, British str., for Shanghai.

L. SCHIFF, German str., for Siam.

POLYNESIAN, French str., for Europe, etc.

## PASSENGERS.

ARRIVED.

Per Loongsang, from Manila. Sister Candida, Sister Teresa, Miss M. Paquis, Messrs. W. Wallace, H. J. Jones, G. Morgan, J. Salvador, H. Houris, G. Leatham, Brother H. James and Miss M. Sanchez.

DEPARTED.

Per Hainan, for Swatow. Messrs. A. Riggan and Deconbes, Miss A. Peck, Rev. Schmidt, for Amoy. Mr. Sullivan, for Foochow. Mr. S. W. Harris.

Per Awa Maru, for Seattle, etc., Mrs. E. O. Sharples, Miss E. C. Green, Mr. W. L. Bramwell, Mrs. Bauer, Mrs. K. T. Long, Mr. David MacHaffie, Mr. T. B. Stewart, Mr. W. E. Crowe, Mr. and Mrs. Pelouze, Miss A. G. Scott, Miss E. L. Burns, Mrs. Macfie, Miss MacHaffie, Mrs. Grace S. Ayer, Mrs. J. H. Ball, Mr. J. Midzushima, Mr. H. Hirano, Mr. W. D. Probstal, Mrs. K. Harada, Mrs. Oshige, Dr. H. Oshige, Mr. S. Kato, Masters Callaco (2), Misses Callaco (4), Mr. Yasumoto, Mr. Akiyama and Mr. Seiji Harada.

Per China, for San Francisco, etc., Mrs. R. E. Valentino, Mr. and Mrs. Hicks, Mr. C. Rousselin, Mr. and Mrs. van Aulet, Mrs. S. S. Huffman, Rev. and Mrs. B. F. Boan and child, Rev. and Mrs. G. J. Lapp and two children, Mrs. C. H. Moeckler and two children, Miss E. Gorley, Father M. O'Callaghan, Mr. and Mrs. N. White, Mr. G. S. Thorne, Mr. Donald Alvord, Mrs. S. D. Dye, Paymaster J. F. Kutz, U.S.N., Dr. and Mrs. H. W. Langheim, Mr. and Mrs. A. J. Dibert, Miss J. T. Martin, Miss I. Huchschmer, Mr. and Mrs. C. D. Nicoll, Mr. and Mrs. W. F. Daughton, Dr. and Mrs. H. E. Isaacson and child, Miss E. Isaacson, Miss H. C. Stevenson, Rev. and Mrs. W. D. Noyes and two children, Mr. E. H. Jones, Mr. W. V. Saunders, Mr. and Mrs. E. E. Eubank, Mr. J. P. Hodgson, Mr. J. Alderson, Mr. A. C. Fox, Mr. J. Gould, Capt. C. N. Harlow, U.S.N., Mrs. A. Lerch, Miss N. White, Mr. W. Vogler, Lieut. B. F. Robinson, Mr. E. W. Ladd, Mr. J. C. Barnett, Miss M. MacDonald, Mr. F. Huchschmer, Mr. and Mrs. E. N. Newberger, Mr. and Mrs. H. S. Alexander, Mrs. K. Fujiwara, Miss S. Isaacson, Mr. F. W. Schoenmann, Mrs. J. A. Barry, Mr. and Mrs. M. S. Newcorn, Mr. F. H. Cox, Mr. D. Keith, Rev. J. W. Ash, Mr. W. Peterson, Miss Louise Hicks, Master L. Snyder, Mr. R. O. Comrie, Miss A. B. Carlson, Mrs. J. L. Durham, Mr. J. S. Advar, Mr. H. W. Adams, Mr. and Mrs. G. W. Caulkins, Mr. L. White, Mr. Dean Alvord, Mr. and Mrs. W. H. Hoyt, Mrs. W. J. Peters, Miss K. Clois, Miss G. Armstrong, Mrs. G. H. Martin, Miss B. C. Crowell, Mrs. R. Roth, Miss L. Isaacson, Dr. Ed. J. McOscar, Miss M. S. Barry, Miss M. O. King and Mr. Vyall.

GLEN LINE (McGREGOR, GOW & CO. LIMITED).

THE Steamship

"GLENFARG."

Captain W. L. Hartnell, will be despatched for LONDON on SUNDAY, the 5th May.

This steamer has excellent accommodation for 20 First Class Passengers.

For Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th April, 1912.

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## VESSELS ADVERTISED AS LOADING.

The anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1", nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DATE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	On 1st May, at 10 A.M.
LONDON, ROTTERDAM & ANTWERP	GLENFARG	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 15th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ANHLES	Ger. str.	—	Gronau	HAMBURG-AMERICA LINE	On 4th May.
HAVRE, BREMEN & HAMBURG	ARADIA	Ger. str.	—	Loening	HAMBURG-AMERICA LINE	On 31st May.
HAVRE, BREMEN & HAMBURG	C. FRED. LARSEN	Ger. str.	—	Schmer	HAMBURG-AMERICA LINE	On 12th May.
SHANTUNG, LONDON & ANTWERP via SINGAPORE, &c.	HIYACHI MARU	Jap. str.	—	Kaneko	HAMBURG-AMERICA LINE	On 7th June.
MASSILLON, HAYE & HAMBURG, &c.	SACHSEN	Ger. str.	—	T. Yamawaki	HAMBURG-AMERICA LINE	On 8th May, at D'light.
MASSILLON, HAYE & HAMBURG, &c.	SITHONIA	Ger. str.	—	Kotoko	HAMBURG-AMERICA LINE	On 6th May.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	K. Asakawa	OSAKA SHOSHUN KAISHA	On 30th May.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th May, at Noon.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	CHINA	Aus. str.	—	—	OSAKA SHOSHUN KAISHA	On 14th May, at 1 p.m.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aus. str.	—	—	SANDER, WILHELM & Co.	On 1st May.
NEW YORK	MATTOPO	Am. str.	—	Dormand	CANADIAN PACIFIC R. Co.	About 15th May.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. W. Davison	CANADIAN PACIFIC R. Co.	On 11th May, at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 1st June, at 6 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	W. W. Greens	PACIFIC MAIL S.S. Co.	On 30th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 7th May, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th May, at 1 p.m.
AUSTRIAN PORTS	GUTHRIE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th May, at 4 p.m.
YOKOHAMA & KOBE via SHANGHAI	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.
YOKOHAMA & KOBE	E. F. FREDERICK	Aus. str.	—	W. H. Whittingham	SANDER, WILHELM & Co.	About 15th inst.
YOKOHAMA & KOBE	FAZILKA	Brit. str.	—	E. Cope	JARDINE, MATHESON & Co., Ltd.	On 2nd May, at Noon.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	E. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow.
KOBE & YOKOHAMA	KOHANG	Ger. str.	—	L. Klugkist	MALCHERS & Co.	On 30th inst., at Noon.
KOBE & MOJI	MINNESOTA	Am. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA	About 3rd May.
SEATTLE, NAGASAKI, INLAND SEA, AND JAPAN	NIPPO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 6th May, at Noon.
NAGASAKI, KOBE & YOKOHAMA	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th May, at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	TIJANAS	Dut. str.	—	J. B. Dammé Jelb	TOYO KAISEN KAISHA	Quick despatch.
JAPAN	CHONGSHING	Brit. str.	—	V. Liddell	JAVA-CHINA-JAPAN LINE	On 28th inst., at D'light.
TIENSIN via WEIHAIWEI	BUCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
WEIHAIWEI & TIENSIN	KUANG	Brit. str.	—	Kotoko	BUTTERFIELD & SWIRE	To-day.
TSINGTAU, CHEFOO & NEWCHANG	SITHONIA	Ger. str.	—	Tosawa	HAMBURG-AMERICA LINE	To-day.
SHANGHAI, KOBE & YOKOHAMA	TYLON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, MOJI & KOBE	PERING	Swed. str.	—	—	ARTHUR NIELSEN & Co.	To-day.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at 5 p.m.
SHANGHAI	CHINA	Brit. str.	1 m.	Emson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	ANNU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 27th inst., at M'night.
SHANGHAI	KWONGSANG	Brit. str.	1 m.	W. F. Richard	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 2nd May, at 4 p.m.
SHANGHAI	BUELOW	Ger. str.	—	H. Fornes	MALCHERS & Co.	About 2nd May.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	1 m.	M. Deguchi	NIPPON YUSEN KAISHA	On 4th May, at M'night.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BOHEMIA	Aus. str.	—	C. O. Williams	BUTTERFIELD & SWIRE	On 5th May, at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	R. A. Peters	P. & O. S. N. Co.	About 6th May.
SHANGHAI, YOKOHAMA, KOBE & MOJI	MONMOUTHSHIRE	Brit. str.	—	J. P. Scholte	JARDINE, MATHESON & Co., Ltd.	About 1st June.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TIJANAH	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	KAIJI MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	To-day, at Noon.
SHANGHAI	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 1st May, at 10 A.M.
SHANGHAI	DAIJIN MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 28th inst., at Noon.
SHANGHAI	HAITAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LARPAK & Co.	On 26th inst., at 11 A.M.
SHANGHAI	HAICHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	On 30th inst., at 11 A.M.
SHANGHAI	LOONGSANG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & Co.	On 3rd May, at 11 A.M.
SHANGHAI	KLEIST	Ger. str.	—	J. S. Rensch	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 p.m.
SHANGHAI	TAMING	Brit. str.	1 m.	Leak	MELCHERS & Co.	On 30th inst., at Noon.
SHANGHAI	RUBI	Am. str.	—	L. Mass	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
SHANGHAI	YUENANG	Brit. str.	—	Pennfather	SHEWAN, TOMES & Co.	On 4th May, at 2 p.m.
SHANGHAI	ZAFIRO	Am. str.	—	S. A. Crosby	SHEWAN, TOMES & Co.	On 10th May, at 4 p.m.
SHANGHAI	TIJODAS	Dut. str.	—	M. H. Rolfe	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	ISOLIA	Ital. str.	—	M. C. Smith	CARLOWAY & Co.	On 26th inst., at Noon.
SHANGHAI	TOMA MARU	Jap. str.	—	Bonnam	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI	JAPAN	Jap. str.	—	Belato	DAVID SASSOON & Co., Ltd.	To-day, at 1 p.m.
SHANGHAI	MUTRA	Brit. str.	—	T. Stewart	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
SHANGHAI	YUENANG	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at D'light.
SHANGHAI	TOTONI MARU	Jap. str.	—	R. R. O'Sullivan	NIPPON YUSEN KAISHA	On 4th May.
SHANGHAI	SK-KIANG	Fren. str.	—	A. Moeckler	MAGERINS MARITIMES	To-day, at 9 A.M.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Saturday, 27th April, Noon.

FOR MANILA, CEBU & ILOILO "LOONGSANG" ... Saturday, 27th April, 2 p.m.

FOR TIENSIN via WEIHAIWEI "CHEONGSHING" ... Sunday, 28th April, D'light.

FOR SHANGHAI "KWONGSANG" ... Sunday, 28th April, D'light.

FOR KOBE & MOJI "KUMSANG" ... Tuesday, 30th April, Noon.

FOR MANILA "YUENSANG" ... Saturday, 4th May, 2 p.m.

## RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yagatae Ports, Tsingtau, Weihaiwei, Chetoo, Hestian and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 24th April, 1912.

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FAZILKA," 4152 tons, Captain W. H. Whittingham, will be despatched for YOKOHAMA and KOBE on 2nd May, at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "WABDHA," 3976 tons, Captain E. W. Peck.

WESTWARD.

The S.S. "MUTRA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on 30th April, at daylight, followed by the S.S. "FULTALA" on 10th May, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 24th April, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR LONDON, ROTTERDAM & ANTWERP "PLINTSHIRE" ... About 15th May.

FOR SHANGHAI, KOBE & YOKOHAMA "MONMOUTHSHIRE" ... About 1st June.

FOR LONDON & ANTWERP "DENBIGHSHIRE" ... About 15th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 9th April, 1912.

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## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC. (SUBJECT TO ALTERATION).

FOR VANCOUVER. 1912

"EMPEROR OF JAPAN" Sat., 11th May.

"MONTEAGLE" Sat., 1st June.

"EMPEROR OF INDIA" Sat., 22nd June.

"EMPEROR OF JAPAN" Sat., 13th July.

FOR LIVERPOOL. 1912

"ALLAN LINE" Fri., 7th June.

"EMPEROR OF BRITAIN" Fri., 28th June.

"ALLAN LINE" Fri., 19th July.

"EMPEROR OF IRELAND" Fri., 9th Aug.

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

"Monteagle" ... \$43

"Monteagle" ... \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" ... is also Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, Service of China and Japan Governments. Full particulars of application from Agents, Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

## TAKOO DOCKYARD &amp; ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

## BUTTERFIELD &amp; SWIRE, HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BEER

FOR SWATOW, AMOY AND FOOCHEW.

THE Osaka Shosen Kaisha's Steamship

"KAIJO MARU,"

Tons 2,100 Gross,

will depart from Soon Yip Co's Wharf, near the Harbour Office (Praya Central), TO-DAY, the 24th instant, at Noon.

The above steamer has superior accommodation for passengers, 1st class cabins and is fitted with all modern conveniences. Fair Speed. Excellent Cuisine.

CHEAP RATES.

1st Class ... \$15.00

2nd Class ... \$8.00

3rd Class ... \$12.00

Single Return Single Return

For SWATOW ... \$25.00

For AMOY ... \$20.00

For FOOCHEW ... \$25.00

N.B.—For the convenience of passengers and shippers this steamer will in future berth alongside the above Wharf.

For further particulars, please apply to S. HIRAO, Manager, THE OSAKA SHOSHUN KAISHA, No. 1, Queen's Building, Hongkong, 22nd April, 1912. [594]



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ORIENTAL	5 P.M.	Freight and
	Capt. Valentini	24th April	Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon	See Special
OF CALL	Capt. G. W. Cookman, R.N.R.	27th April	Advertisement.
LONDON and ANTWERP	NAMUR	10 A.M.	Freight and
VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. E. Andrews, R.N.R.	1st May	Passage.
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	SYBIA	About	Freight and
	Capt. R. A. Peters	6th May	Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 24th April, 1912

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 25th Apr., 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 26th Apr., 4 P.M.
TSINGTAO, CHEFOO & NEWCHANG	"KUIKIANG"	On 26th Apr., 4 P.M.
SHANGHAI	"ANHUI"	On 27th Apr., 11 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 30th Apr., 4 P.M.
SHANGHAI	"CHENAN"	On 2nd May, 4 P.M.
SHANGHAI	"LINAN"	On 4th May, 11 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	"GUTHRIE"	On 4th May, 4 P.M.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation midships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI" and "CHENAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. For the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—  
HONGKONG, 24th April 1912. BUTTERFIELD & SWIRE, AGENTS [8-608]

# HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR SHANGHAI, KOBÉ and YOKOHAMA:

S.S. SITHONIA	24th April.
S.S. ANDALUSIA	1st May.
S.S. BAYERN	8th May.

For Further Particulars, apply to—

## HOMeward.

FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. O. J. D. ABLENS	4th May.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. SACHSEN	6th May.
FOR HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ	12th May.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. SITHONIA	30th May.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	31st May.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	7th June.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 18th April, 1912.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 26th April, at 11 A.M.
"HAICHANG"	Capt. W. C. Passmore	TUESDAY, 30th April, at 11 A.M.
"HAITAN"	Capt. J. S. Bosch	FRIDAY, 3rd May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 24th April, at 11 A.M.
		SUNDAY, 28th April, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,  
GENERAL MANAGERS.

Hongkong, 24th April, 1912.

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY EAST DIRECT SERVICE TO TRIESTE

via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

S.S. "AFRICA" 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates. Hongkong-Trieste, Venice, 230 1st, 235 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND" 12,000 tons, will leave for Yokohama and Kobe via Shanghai about 26th April.

S.S. "CHINA" 11,000 tons, will leave for Trieste, Fiume and Venice via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUEZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER &amp; Co., Agents,

Hongkong, 24th April, 1912.

Princes' Building.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

## "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:—

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

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# EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for  
KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco:—

From Manila	G. \$150.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Tea and Porcelain. Special attention given toward Express connections.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"KALJO MARU"	WEDNESDAY, 24th April, at Noon
TAMSUI via SWATOW and AMOY	"DALJIN MARU"	SUNDAY, 28th April, at Noon
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 1st May, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

772-7

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
ASSAYE	7500	April 27	MONGOLIA	10000
ORIENTAL	5284	May 11	MALWA	11000
DEVANHA	8000	May 25	CHINA	8000
DELTA	8000	June 8	MACEDONIA	10500
ARCADIA	7000	June 22	MOREA	11000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
	Tonnage	about
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT

1086

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	HITACHI MARU	7,000	WEDNESDAY, 8th May, at Daylight
	MIYASAKI MARU	9,000	WEDNESDAY, 22nd May, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	SADO MARU	7,000	TUESDAY, 7th May, at Noon
	YOKOHAMA MARU	7,000	TUESDAY, 21st May, at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	6,000	FRIDAY, 10th May, at Noon
	NIKKO MARU	6,000	FRIDAY, 7th June, at Noon
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU	6,000	MONDAY, 29th April
KOBÉ and YOKOHAMA	KITANO MARU	9,000	THURSDAY, 25th April
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU	6,000	WEDNESDAY, 8th May, at Noon
SHANGHAI, MOJI and KOBÉ	CEYLON MARU	6,000	WEDNESDAY, 24th April
SHANGHAI and KOBÉ	KIRIN MARU		MONDAY, 3rd May

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. \* Cargo only

# NEW LINE OF STEAMERS

BETWEEN

## KOBÉ & CALCUTTA.

(REGULAR FORTNIGHTLY SERVICE)

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. A. Mosker, Saturday, 4th May.

## 1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
HITACHI MARU	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Mural	May 22nd
KITANO	9,000	F. E. Cope	June 5th
FOR SEATTLE.			
SADO MARU	7,000	K. Asakawa	May 7th
YOKOHAMA	7,000	N. Noda	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-13-4]



## WHY WORK ONE HOUR

If the same work can be done

IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

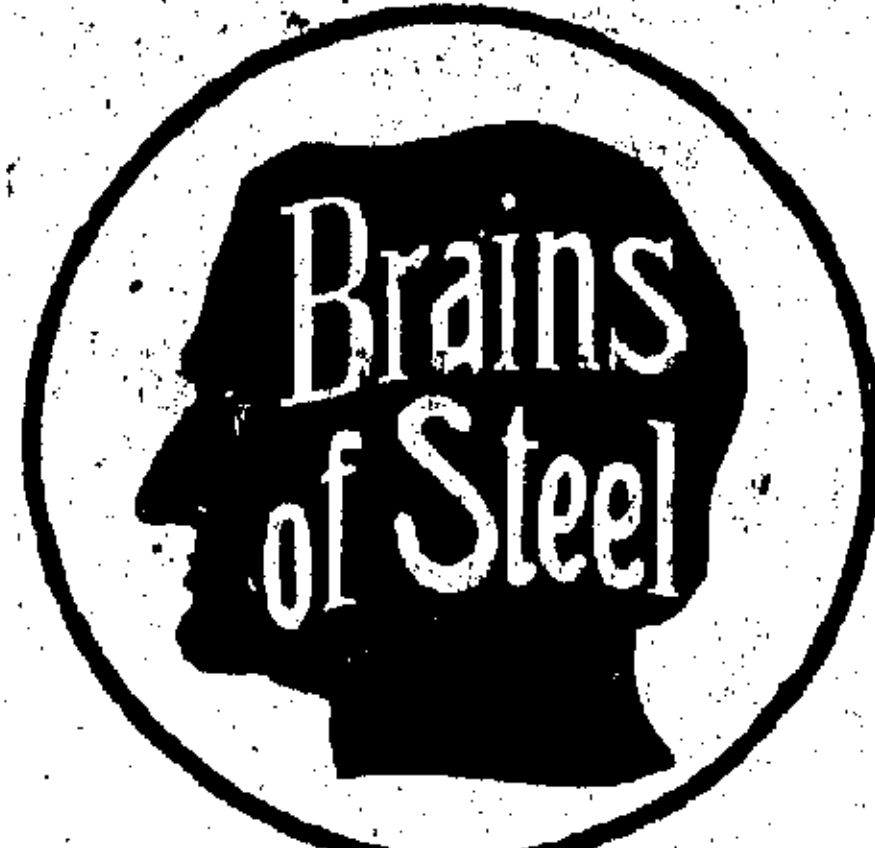
and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 19th April, 1912.



\$220.

If you buy a  
"CONTINENTAL"Your  
PRESENT  
TYPEWRITER  
will be taken as part-  
payment valued to its  
condition.

Will be sent for inspection on application.

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS.

Hongkong, 9th April, 1912.

[48-15]

**Hoehl** Extra Dry

gout americain

Sole Representative for Hongkong and South China  
Hugo C. A. Fromm, Hongkong.

Hongkong, 19th April, 1912. [48-22]

## POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUROPE.  
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present  
suspended: Hupeh, Hunan and Tientsin.

The Oriental with the English Mail left Singapore on Friday, the 19th instant, at  
4 p.m., and may be expected here to-day. This packet brings parcel mails closed in  
London for despatch by the all sea route on the 21st March and for despatch overland  
on the 27th March.

FOR	PER	DATE
Foot Bayard and Hainphong	St. Kiang	Wednesday, 24th, 8.00 A.M.
Pekhoi and Hainphong	Hongkong	Wednesday, 24th, 9.00 A.M.
Shanghai, North China and Japan via Kobe	Sithonia	Wednesday, 24th, 9.00 A.M.
Swatow	Hainan	Wednesday, 24th, 10.00 A.M.
Japan via Kobe	Michael Jensen	Wednesday, 24th, 10.00 A.M.
Swatow, Amoy, Formosa and Fochow	Hiroshima Maru	Wednesday, 24th, 11.00 A.M.
Straits and India via Calcutta	Kaijo Maru	Wednesday, 24th, 11.00 A.M.
Macao	Japan	Wednesday, 24th, Noon
Chefoo	Sui Tai	Wednesday, 24th, 1.15 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Tri...	Wednesday, 24th, 3.00 P.M.
	Oriental	Wednesday, 24th, 4.00 P.M.
Macao	Sui Tai	Thursday, 25th, 1.15 P.M.
Shanghai and North China	China	Thursday, 25th, 3.00 P.M.
Hainphong	Singon	Friday, 26th, 8.00 A.M.
Swatow, Amoy, Formosa and Fochow	Hainan	Friday, 26th, 10.00 A.M.
Patavia, Samarang, Sourabaya and Macassar	Tyikong	Friday, 26th, 11.00 A.M.
Macao	Sui Tai	Friday, 26th, 1.15 P.M.
Wenhaiwei and Tientsin	Huichow	Friday, 26th, 3.00 P.M.
Tientsin and Chefoo	Kuikang	Friday, 26th, 3.00 P.M.
Shanghai, North China and Japan via Yokohama	E. F. Ferdinand	Friday, 26th, 4.00 P.M.
Timor, Australia, Tasmania and New Zealand	St. Albans	Saturday, 27th, 10.00 A.M.
Straits and India via Calcutta	Namsang	Saturday, 27th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Assaye	Saturday, 27th, 11.00 A.M.
	Loongquay	Saturday, 27th, 1.00 P.M.
	Sui Tai	Saturday, 27th, 1.15 P.M.
	Cheongching	Saturday, 27th, 3.00 P.M.
	Kwongkong	Saturday, 27th, 5.00 P.M.
	Anhui	Saturday, 27th, 5.00 P.M.
	Hainan	Sunday, 28th, 9.00 A.M.
	Kloist	Sunday, 30th, 10.00 A.M.
	Manchuria	Sunday, 30th, 10.00 A.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

April 23rd.

ON LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	111 1/2
Documentary Bills at 4 months' sight	111 1/2
ON PARIS—	
Bank Bills, on demand	249
Credits, at 4 months' sight	253 1/2
ON GERMANY—	
On demand	202 1/2
ON NEW YORK—	
Bank Bills, on demand	48
Credits, at 60 days' sight	49
ON BOMBAY—	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON CALCUTTA—	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON SHANGHAI—	
Bank, at sight	73
Credits, 30 days' sight	73 1/2
ON YOKOHAMA—	
On demand—Peco	97
ON MANILA—	
On demand	84 1/2
ON BATAVIA—	
On demand	118 1/2
ON HAIKONG—	
On demand	12 1/2
ON SAIGON—	
On demand	76 1/2
GOVERNMENTS, Bank's Buying Rate	\$10.10
Gold Loan, 100 fine, per tael	\$53.00
Bar Silver, per oz.	\$27 1/2
SUBSIDIARY COINS.	
Chinese, 20 cents piece	\$6.95 discount.
Chinese, 10 "	\$7.45 "
Hongkong, 20 "	\$6.47 "
Hongkong, 10 "	\$7.28 "

## MAILS VIA SIBERIA.

London Date April 6th. Shanghai Date April 23rd.

## SHARE LIST—QUOTATIONS. HONGKONG, APRIL 23RD, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS CASH
<b>BANKS—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1850, sellers
China Borneo Company, Limited	60,000	\$12	all	\$109, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$14, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8
<b>COTTON MILLS—</b>				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 89
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, buyers
<b>DOCK AND WHARVES—</b>				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$58
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$48
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$4.62, and, buy.
Hongkong Electric Co., Limited	60,000	\$10	all	\$23, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109
Manila Metropole Hotel Limited	8,000	\$25	all	\$68, buyers
Hongkong Ice Company, Limited	15,000	P. 10	all	P. 8
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$205
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18
<b>INSURANCE—</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132
China Traders Insurance Co., Limited	24,000	\$63.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$342, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$865
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex 73
<b>LANDS AND BUILDINGS—</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$107, buyers
Hampden Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$54, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54
Maatschappij tot Mijne, Bosch en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 70
<b>MINING—</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	40/-, sellers
Tronoh Mines, Limited	160,000	\$1	all	71/-, sellers
Rawwood Tin and Rubber Estate, Ltd.	715,280	2/-	all	5/-
Reub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4.60, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2, sales
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
<b>REFINERIES—</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$106, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$33 1/2, sales
<b>STEAMSHIP COMPANIES—</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$70, L'don
Shall Transport & Trading Co., Limited	60,000 def.	\$1	all	\$27.15
Star Ferry Company, Limited	2,500,000	\$20	all	111/-, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$31, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$19, buyers
<b>STORES AND DISPENSARIES—</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$64, sales
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, sales
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Guards Bros. & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$40
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 cert.	\$10	all	\$10
Union Waterboat Co., Limited	100 flos.	\$10	all	\$300
	50,000	\$10	all	\$74
<b>RUBBER—</b>				
Para Rubber in London				4/10 per lb., sellers
<b>Loans.</b>	Amount	Value	Interest	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
VEENON & SYMTH, Share Brokers				

## TO-MORROW

4 p.m.—Special General Meeting of Hongkong General Chamber of Commerce in the Chamber Room.

## FORTHCOMING EVENTS.

Saturday, 27th April—Half-Yearly Meeting of Hongkong Jockey Club, 12.30 p.m.

Saturday, 27th April—The Great Raymond at the Theatre Royal, 9 p.m.

Monday, 29th April—Extraordinary General Meeting of The Hongkong and Whampoa Dock Co., Ltd., Noon.

Monday, 29th April—Auction of Crown Land at Leighton Hill, by Public Works Dept., 3 p.m.

Monday, 29th April—Auction of Crown Land at Island Lot No. 1876, by Public Works Dept., 3 p.m.

Tuesday, 30th April—Extraordinary General Meeting of Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., at the Office of Messrs. Jardine, Matheson & Co., Ltd., 11 a.m.

Tuesday, 30th April—Twenty-Second Ordinary General Meeting of The Yangtze Insurance Association, Ltd., Shanghai, 4.30 p.m.

Wednesday, 1st May—Farewell Concert to Mrs. Gordon at Volunteer Headquarters, 9.15 p.m.

Saturday, 4th May—Twenty-Third Ordinary General Meeting of The Hongkong Electric Co., Ltd., Noon.

## OPIUM.

April 19th

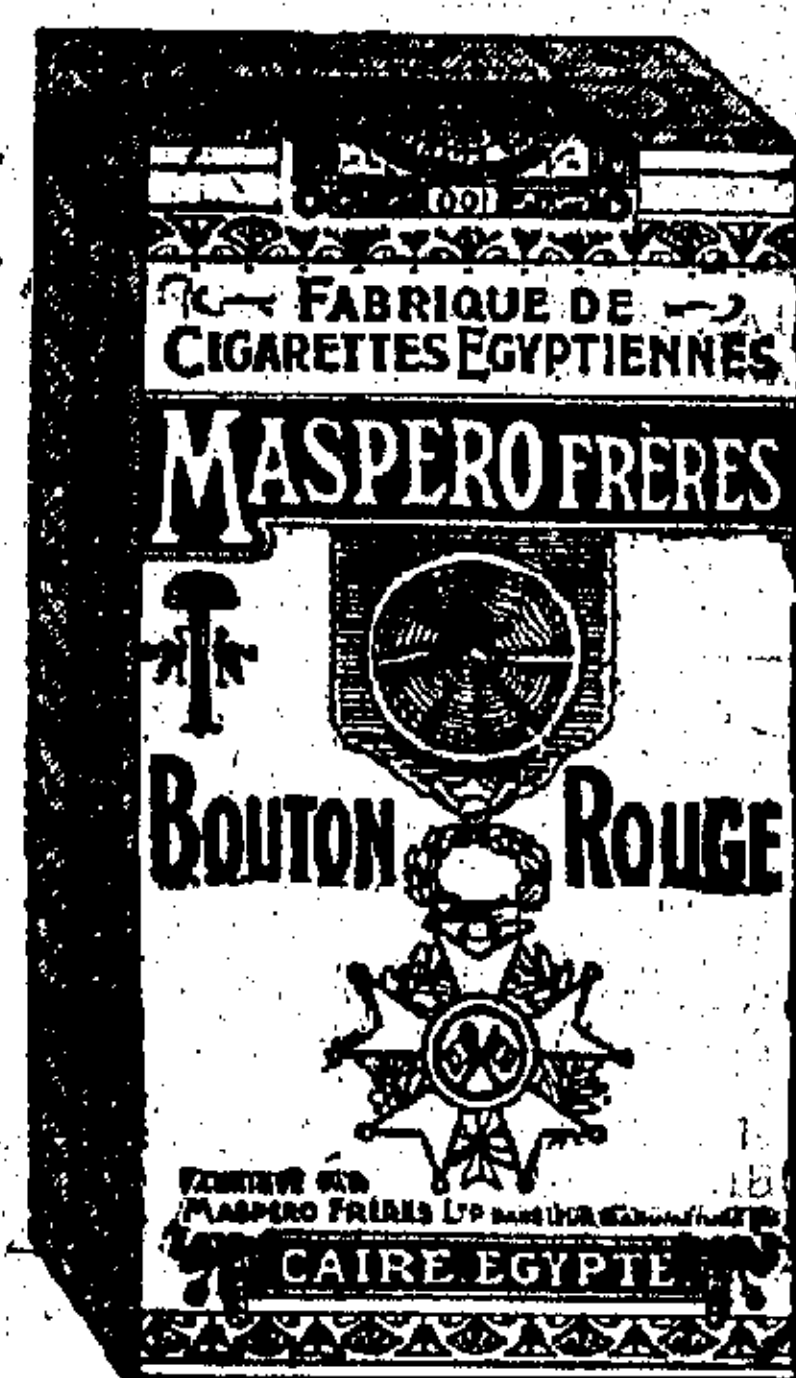
Quotations are:—	
Malwa New	43,350/3,375 per picul.
Malwa Old	42,200/3,410
Malwa V. Old	42,200/3,435
Malwa V. Old	43,450/3,475
Persian fine quality	\$1.725
Persian extra fine	\$2.800
Patna New	\$3.850
Patna Old	\$3.800
Benares New	\$3.850
Benares Old	\$3.750

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